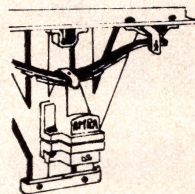


JOURNAL BOX



5/74

EDITORIAL

Journal Finance

You may receive this Journal before the Jan./Feb. or Mar./Apr. Don't worry, the others are coming.

As Peter Rogers remarked in Journal 104, we cannot expect a few dedicated persons to continue to work for nothing. The typing of Journal is our continuing problem. We have been paying the handsome fee of about \$30.00 per year for pre-type, and about \$60.00 per year for final typing.

Recently I priced computer typing, and using the Christmas issue as a sample, I was quoted \$5.00 per page! A printer I know, quoted me about \$4.00 per page to typeset the same Journal!!

The average Journal contains between 16 and 20 such pages, depending on the number of photos and plans. A little arithmetic will give you a figure of some \$480.00 per year just to get our magazine into a form that we can work on. Add this to the figures published in Journal 105, and allow a 50% rise in postage, and this works out at an extra 50c per member per year.

Think about it, and see if you can come up with some answers — the Federal Committee would like to have them.

Rex Little.

VOLUME 23

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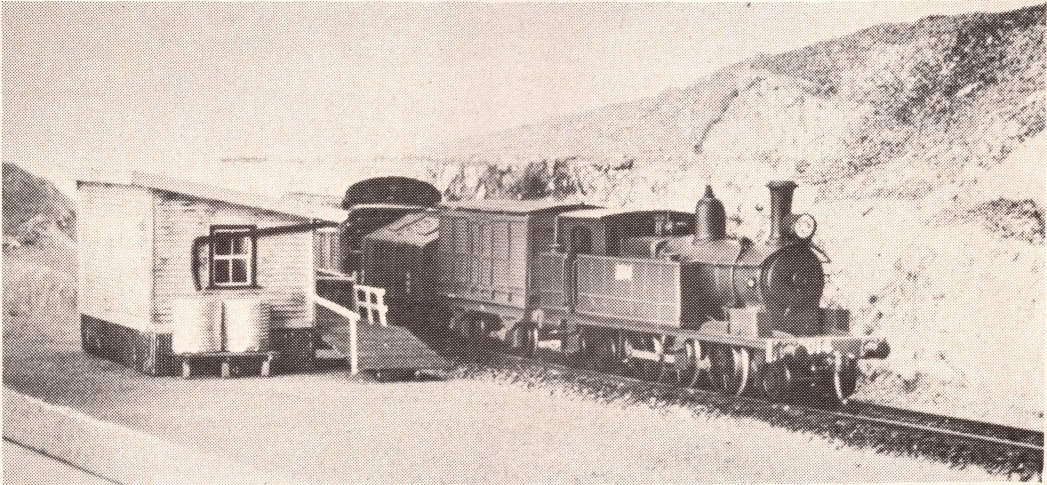
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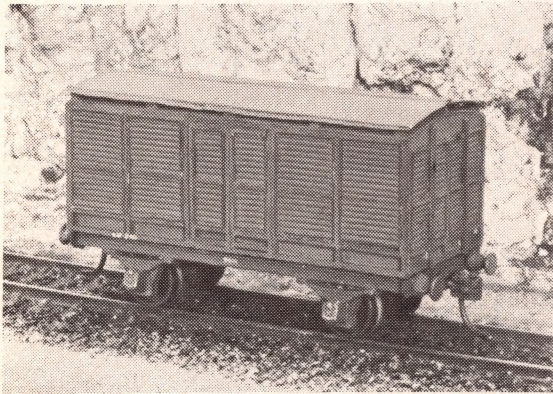
Winner of Loco Conversion Competition.
Prototype 19 Class converted to 20 class by
E. Davies.

The Association Competitions - 1973

Photos by Jack Parker.

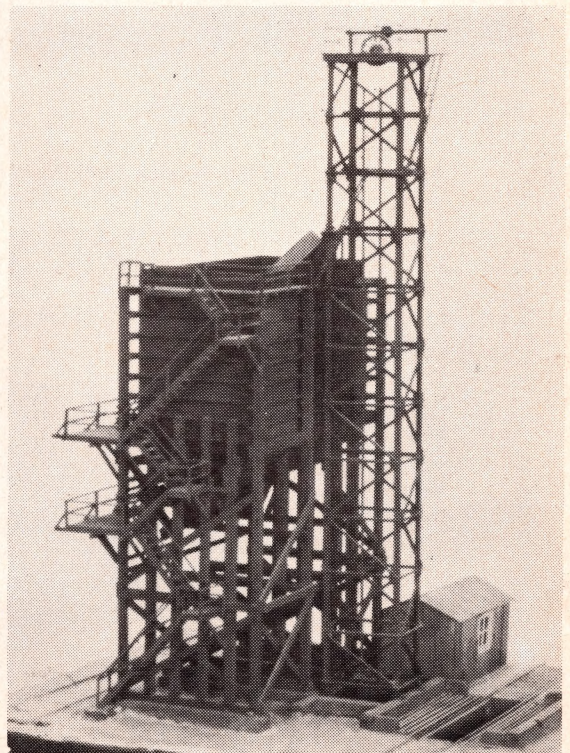


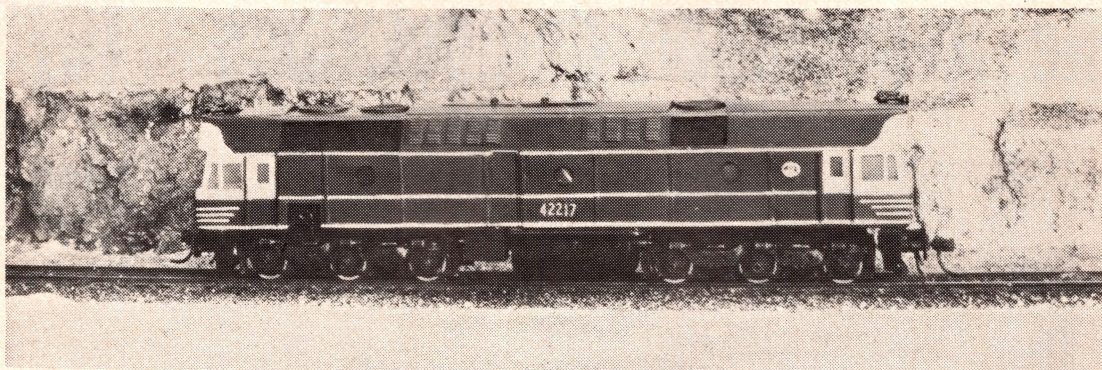
Some of the Entries in the 1973 Competitions.



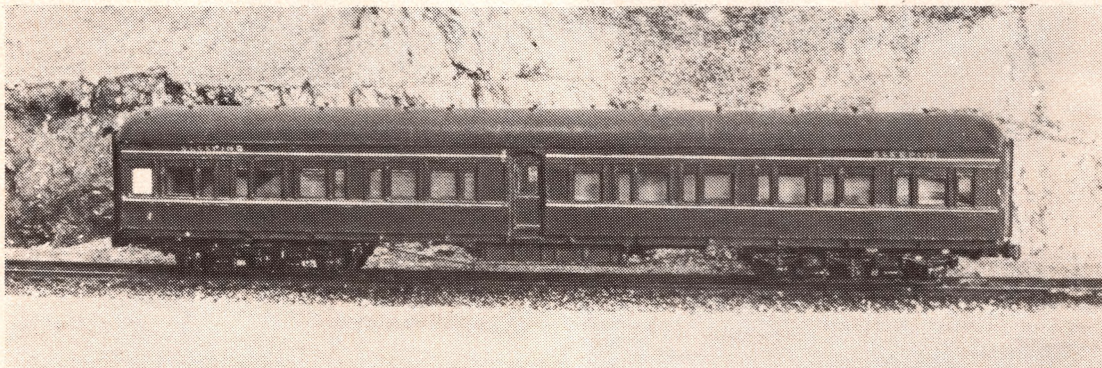
Above. Winner of Scratch Built Goods Vehicle.
N.S.W.R. LV by Howard Armstrong.

Right. Howard Armstrong's model of the
Orange Coaling Stage.

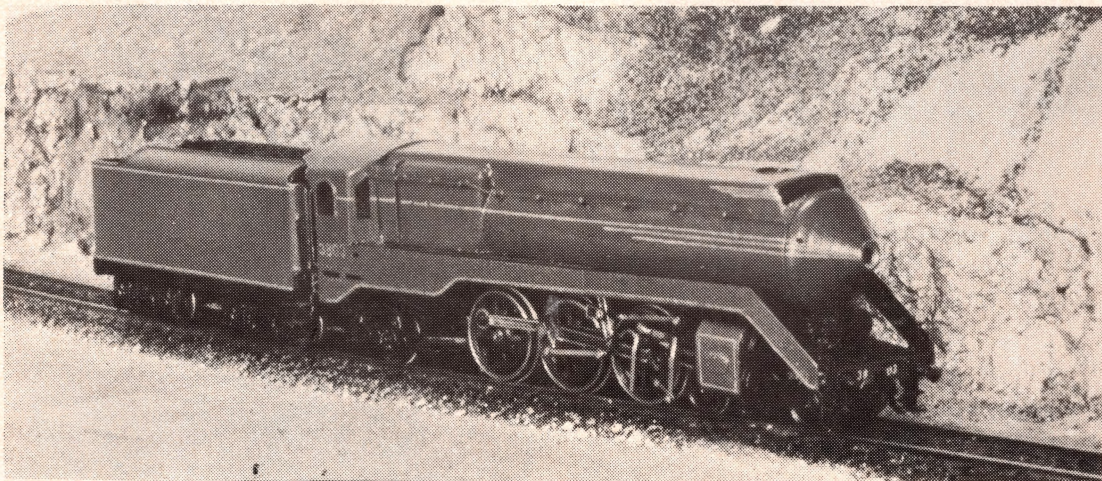




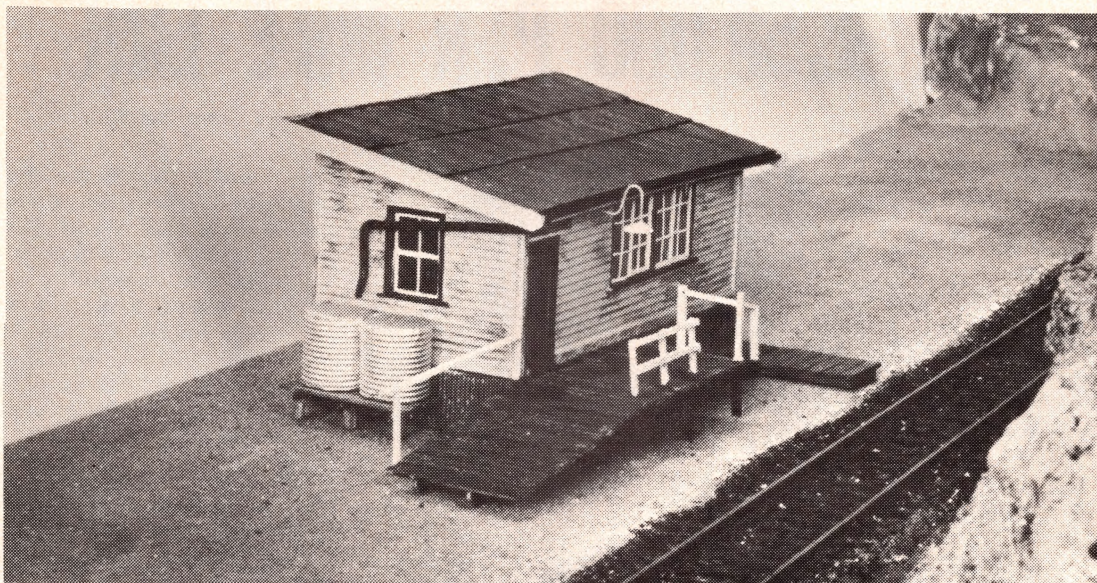
Phillip Larmour's entry in the Scratch Built Loco Section — the only entry. This Loco was judged as the Best Model in the Competition.



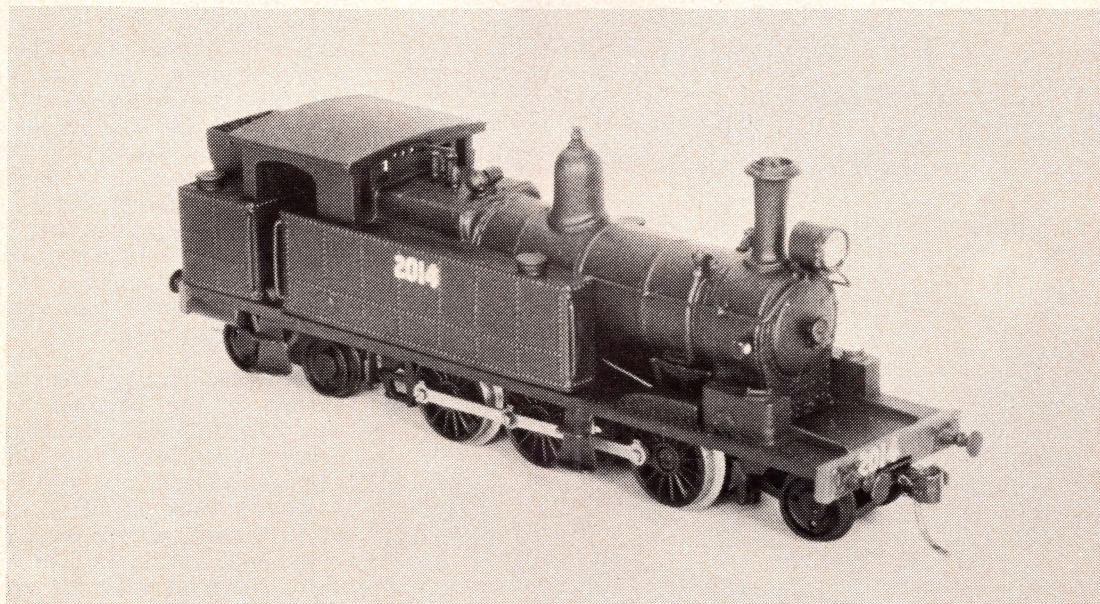
The only entry in the Scratch Built Passenger Car Section — Built by Howard Armstrong.



Howard Armstrong's model of a N.S.W.R. C38.



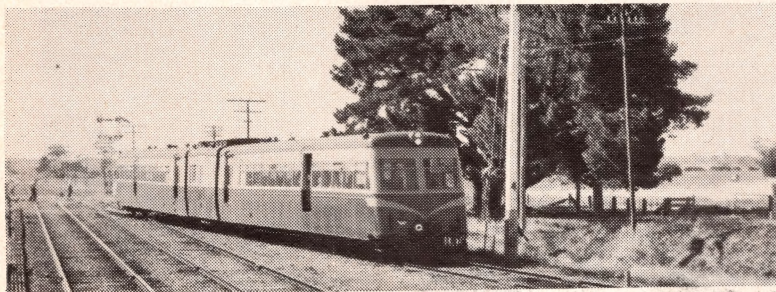
Coalcliff Signal Box by I. Thorpe. Winner of the Candemah Cup for Lineside Structure.



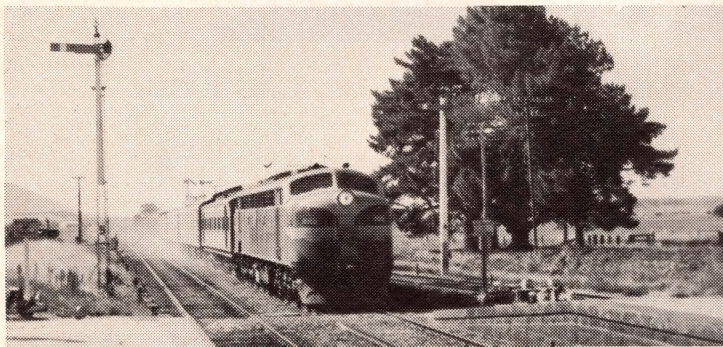
Winner of Loco Conversion Competition. Prototype 19 Class converted to 20 class by E. Davies.

THE £50,000 PER MILE LINE

by John Hutchinson



Rail car leaving Bendigo main line for Daylesford Branch at Carlsruhe station.



Morning buffet car train speeding through Carlsruhe station to Bendigo.



Elphinstone station — notice goods shed on left and stop signal in distance.

As a sort of railway modeller, enthusiast, and poor photographer, I wonder if you would care to ramble with me around the Melbourne to Bendigo railway, and have a look, as I see it, at some interesting 'railway-ana'? You would? Well then, let's focus our attention at the section of line from Carlsruhe to Elphinstone.

This Bendigo line is one of blue stone structures, superb Victorian brickwork and a riot for any railway modeller. To me, this line has the lot. The Bendigo line was completed in 1862 — it was and still is double track right through, built to very high standards of construction, with solid imposing stations, large viaducts and bridges, substantial earthworks and cavernous tunnels. This massive undertaking cost the Victorian Government £50,000 per mile (a staggering figure for the times, but reflecting the riches of gold in the State), but even so the high cost gave birth to the 'cheap' or 'light' lines, with their modest stations and lighter rails — and they cost only £5,000 per mile!

Any British railway enthusiast looking at the Bendigo line would feel quite at home, because it is totally British in concept and design, and there is no need to look very far to see why. The designers and builders of the Bendigo line were, in the main, British trained, and it was only natural the finished work reflected their training and background. Nowhere is this more evident, than between Woodend and Castlemaine. The delightful, solid, dignified blue

stone stations at Carlsruhe, Malsbury and Kyneton, are truly magnificent specimens of the Victorian Age of railway architecture. These seemingly permanent and immovable structures, with their enormous character, seem, by their very presence to heap scorn upon the many timber and corrugated iron constructions found elsewhere. And yet, amidst this quiet but grand dignity, lies sadness and apparent failure. Taradale station (what's left of it), has already lost its dignity — it is closed completely — the verandah has been taken down, gutterings removed and in a state of sad disrepair.

As I write, it seems the only people who seem concerned with our country railways, are enthusiasts like ourselves (and even we drive our cars to see them!), the railway commissioners, the local country councillors, and a few primary producers.

The stations, like the goods sheds, stand like sentinels of gloom, reminding all and sundry of what they were, and the high expectations of their designers and builders. As you stand at Malsbury and Carlsruhe stations, you feel painfully aware of something that didn't happen — namely, the development of the town to match the facilities, grandeur and solidity of the railway station, and the traffic it could possibly handle, may have handled, and now does not handle. Carlsruhe stands in the middle of nowhere — its only distinction being that it is the junction of the Daylesford branch line. The word junction conjures up in the mind all sorts of illusions of something rather grand, impressive and busy — a visit to Carlsruhe station soon destroys this illusion. If the Bland Report is eventually implemented, then



Entrance to tunnel between Elphinstone and Chewton.



Station buildings at Carlsruhe. White building is signal box.



Kyneton station — blue stone station building, water pump, water tower, elevated signal box and level crossing.



Malmsbury station looking towards Melbourne direction.

Carlsruhe will become redundant as its very existence depends upon the Daylesford line.

Kyneton station is something different however, and although not as busy as in past years, it does at least serve a reasonable sized country town, and as such it boasts a goods yard, a substantial goods shed, a dominating blue stone station building, a fine water tower, elevated signal box and a level crossing complete with gates. There are many stations which appeal to me here in Victoria, but my favourites are Kyneton and Malmsbury. I love that cluster of railway structures on the Melbourne side of the platforms at Kyneton and Malmsbury — they demand to be modelled! Whether the National Trust in Victoria has Malmsbury station on its list, I don't know, but if they wish to secure a real masterpiece of our early railway builders, than they should turn to Malmsbury. Any keen railway enthusiast and modeller should have a close look at Malmsbury — it's well worth a day's drive (oops! — I mean train journey!).

Apart from the station buildings themselves, the other large structures at Malmsbury, Elphinstone and Castlemaine, are the impressive goods sheds. Malmsbury is built in blue stone, whilst Elphinstone and Castlemaine are in brick. They are very solid structures, and seemingly permanent with their graceful, pleasing proportions, arched doorways, and complicated stone and brick patterns (the Victorians loved the mixtures of light and dark bricks, with their many and varied patterns). Inside the goods sheds they are similarly imposing — solid, heavy roof beams and trusses, with the inner walls repeating what you can see outside. Malmsbury and Elphinstone sheds are little used,

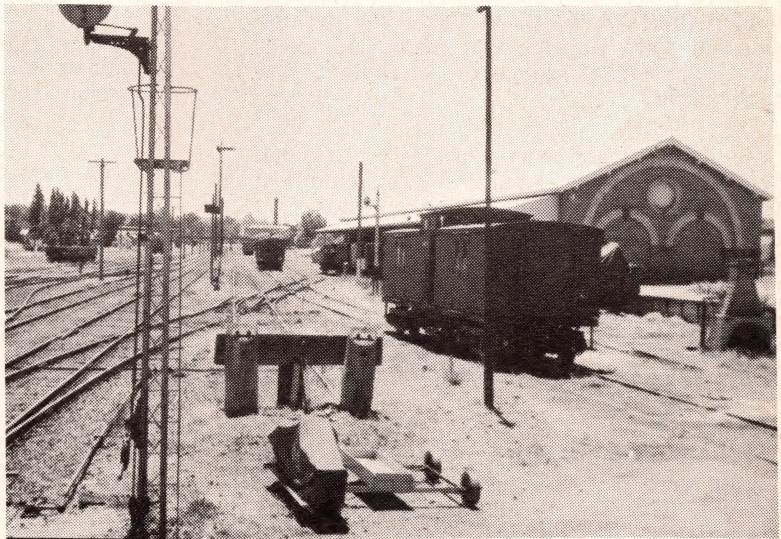
and have certainly not changed since they were built — one must assume that the goods are now carried by road.

The Bendigo line boasts Victoria's most impressive tunnel. Between Elphinstone and Chewton it can be found. As you leave Elphinstone station, the line runs along an embankment and then into a deep cutting — it is here we see the cavernous mouth of the tunnel. You feel it could swallow people up, never to be seen again — fortunately passengers do emerge at the other end, and proceed to Castlemaine! The tunnel mouth is a grand structure, with the double main line emerging from it — the blue stone blocks the tunnel mouth is constructed from are very large indeed, and between two solid pillars can be found the graceful arch, with its rough hewn texture front — a most impressive sight.



Malmsbury station looking towards Bendigo — notice blue stone goods shed.

One could go on and on about the line, but I would strongly suggest to all enthusiasts, to go and see for yourselves. Have yourselves an outing, and take a train ride to Bendigo, because you will be richly rewarded by what you see. Our forefathers of the Victorian times, were great visionaries, and through their imposing railway constructions like the Bendigo line, they expressed their faith in the future. If we at this present day, keep on our negligent way, we shall no doubt continue to ignore our public transport systems, and in time kill ourselves with our cars, either by being run down in an accident, or given a strong overdose of carbon monoxide gas.



Castlemaine goods yard — notice arched, brick goods shed.

Improving the Hornby A4 Performance

The inspiration for better performance came from an article by W. J. Sanderson, in the English "Railway Modeller" of April, 1971 — Re-magnetising a Dublo Duchess.

Like myself, and others no doubt, some Hornby loco's would hardly pull themselves around the track. Mostly they were the product of the declining years of Hornby when quality was forsaken for quantity due, in some measure, to the hard sell of TRIANG and flooding of outlets with TRIANG products.

W. J. Sanderson's idea was to use two TRIANG magnets either side of the armature frame and required considerable cutting away of such, also the pole arms had to be made either in a pair or pairs.

His reasoning, which I agree with, was that an affixed magnet lost strength and power through square-distance.

Pre-War Hornby's had a complete horseshoe magnet (no pole arms), as these still perform quite well some 40 years later it is obvious pole-arms to a magnet reduce the strength of the magnet field.

My loco chosen was Hornby A4 "Golden Fleece" whose performance was pitiful. It would just about haul itself and one coach. I put it away for some years thinking it was a dud armature.

W. J. Sanderson's article persuaded me to take another look, but I considered that reducing the armature frame would make it a bit thin.

Why not cut out portion (per sketch) and use a spare set of Hornby Pole arms and magnet. It was only necessary to drill a hole to take the holding screw and cut off portions of the pole arms (illustrated).

The measurements were not critical and probably those with more skill could have them actually touching.

by Peter Rogers.

It was found that the new cut-out column of the armature frame was slightly thinner than the original, but this was rectified by using four shims of thin aluminium sheet. Tin would have been better.

A matter of trial and error I suppose till new poles are as exact as originals to clear armature and allow air spacing. A magnet of equal strength to the original was used and an insulating tab was placed above the magnet and under the brush holder.

The job took about an hour or so, now for trials. On my garden layout with generous curves, 5 foot radius and more, a total of 12 Hornby coaches (Plastic wheels) were hauled before some slip occurred. The Locomotive was as brought, no weights added. These were hauled at a reasonable speed and doubtless with added weights and full strength magnets, performance would be better.

Incidentally I would like to see an article on building a re-magnetizer as some magnets become fatigued after very little use.

The new holding screw head and nut will require a little filing down to shape to fit within loco body due to the taper of the A4 body.

One effect of this re-build was the absence of gear whine and that peculiar trotting motion this model had.

Results were so pleasing that a Duchess, another poor performer is to be so converted, this time with full drivers and floating axle.

Results to A.M.R.A. in due course.

Peter Rogers,
Aquaflora Garden Railways,
Warrimoo.

DRILL OUT SHADED AREA

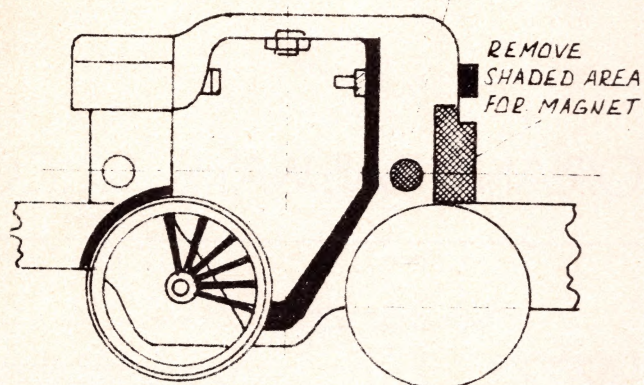


FIG. 1

POLE ARMS

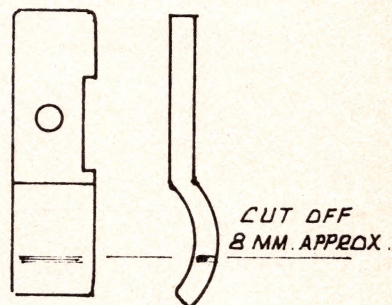


FIG. 2.

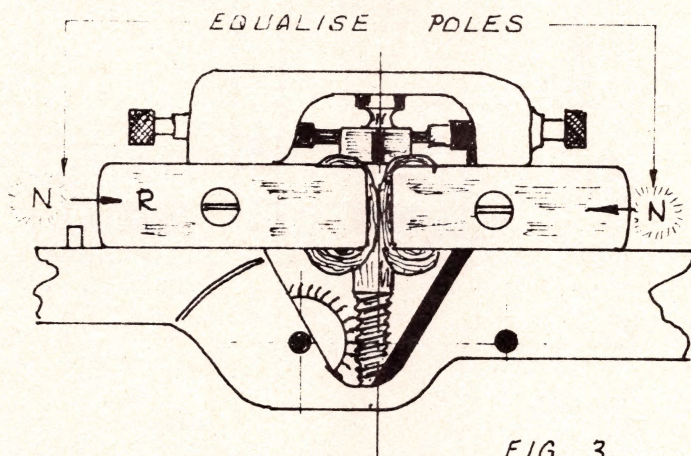


FIG. 3.

A.M.R.A. HON. LIFE MEMBERS

Tim Dunlop
 Margaret Dunlop
 Alan Wilson
 Rick Richardson
 Arthur Harrold
 Jack Treseder
 Cedric Rolfe
 Faith Dean
 Ernie Dean
 Norm Read

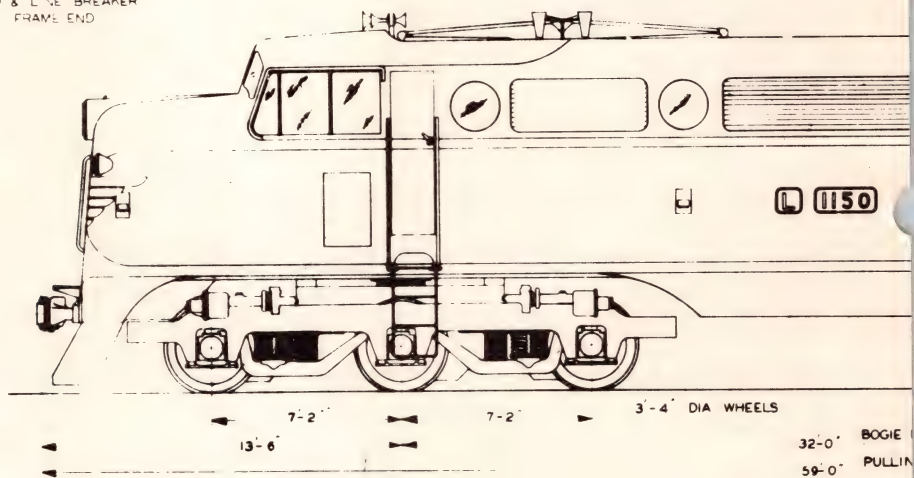
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Neither is any guarantee implied or expressed as to good conduct or practice of advertisers contained herein. This publication reserves at all times the right to refuse acceptance to all matter considered unsatisfactory for publication.

VICTORIAN RAILWAYS ELECTRIC

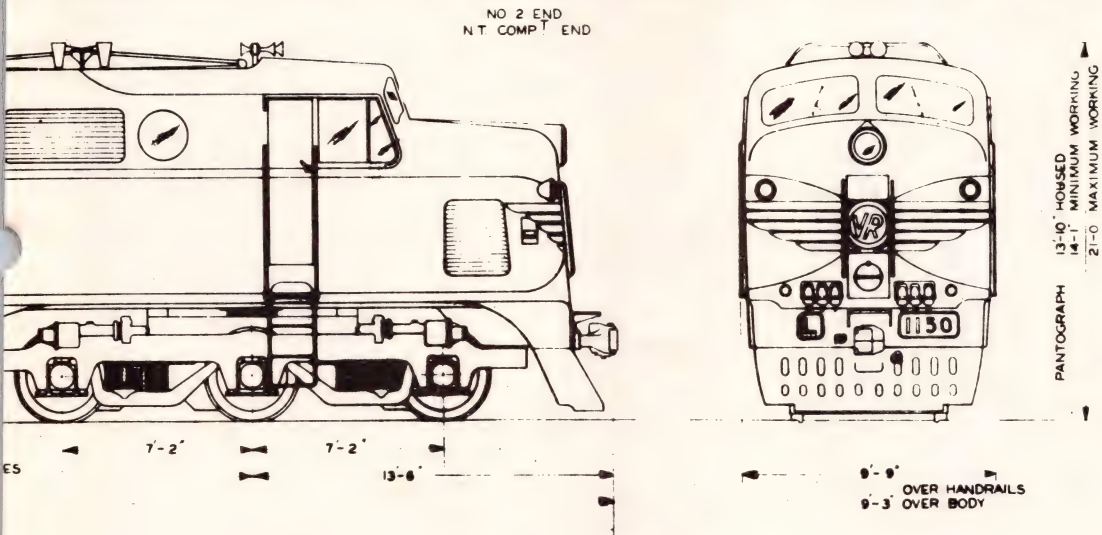
NO. 1 END
SWITCH & LINE BREAKER
FRAME END



GENERAL

TRACTIVE EFFORT	STARTING	47,000 LB
TRACTIVE EFFORT	CONTINUOUS	25,200 LB
	AT	30 MPH (FF)
		18,000 LB
	AT	44 MPH (WF)
		75 MPH
		2400
SPEED MAXIMUM		
RATED HORSEPOWER		
AIR	BRAKE PERCENTAGE	
	70%	

C LOCOMOTIVE CLASS L.



ELECTRICAL

L LOCOMOTIVE VOLTAGE 1500 D.C.
ON MOTORS (6) TYPE EE 519
RATIO 83-16

MOTOR GROUPS

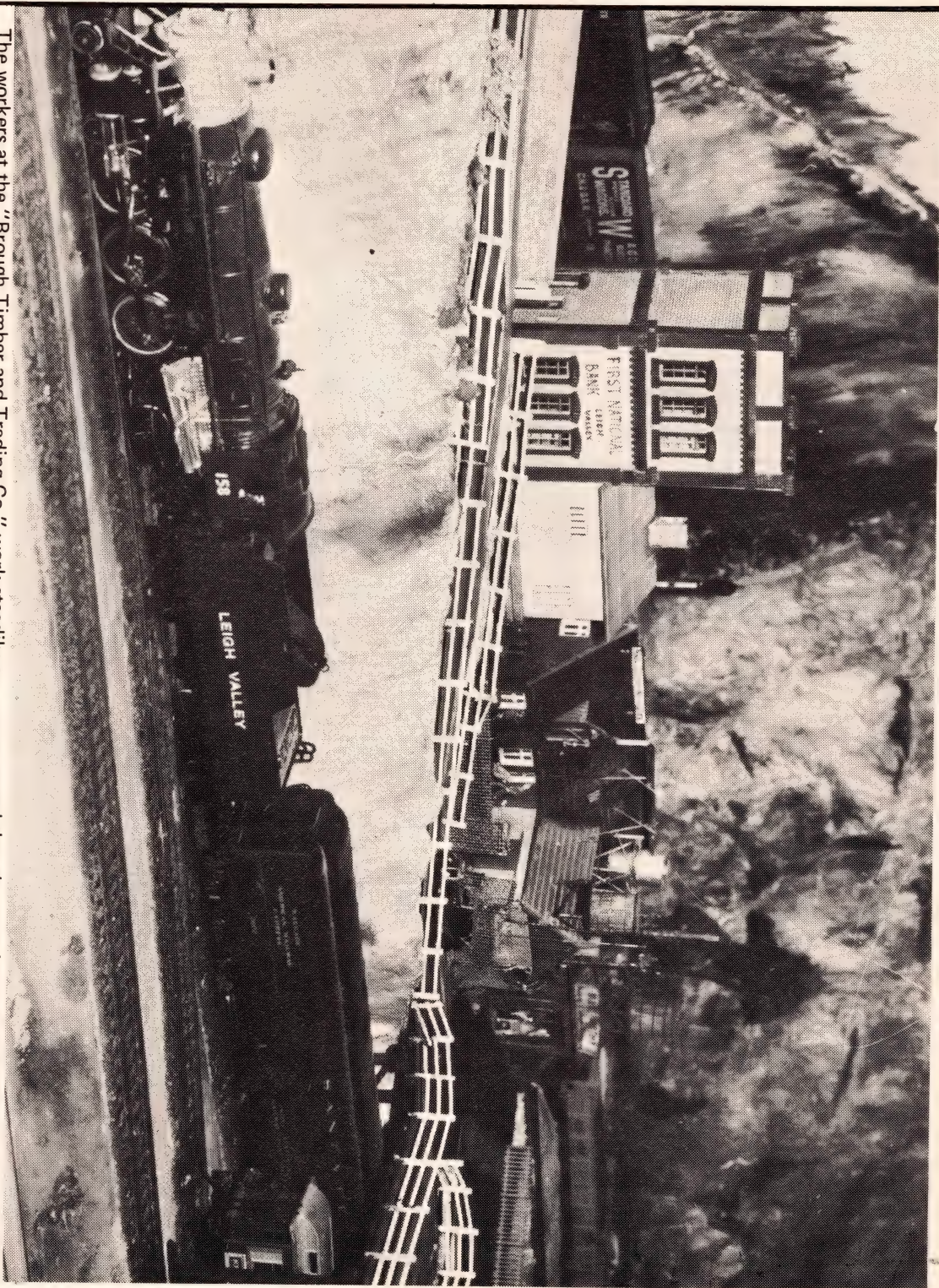
N SERIES
PARALLEL GROUPS OF THREE
ES
EE PARALLEL GROUPS OF TWO
ES

WEIGHTS

TOTAL WEIGHT 97 T.
AXLE LOAD ON RAIL 16-33 T

BUILT BY ENGLISH ELECTRIC CO LTD
1952-53 Nos 1150-1174
TOTAL 25

The workers at the "Brough Timber and Trading Co." work steadily on, unconcerned that the most important train movement of the day has occurred at the Leigh Valley Terminal with the arrival at the Leigh Valley section of a crack Sante Fe Limited express.



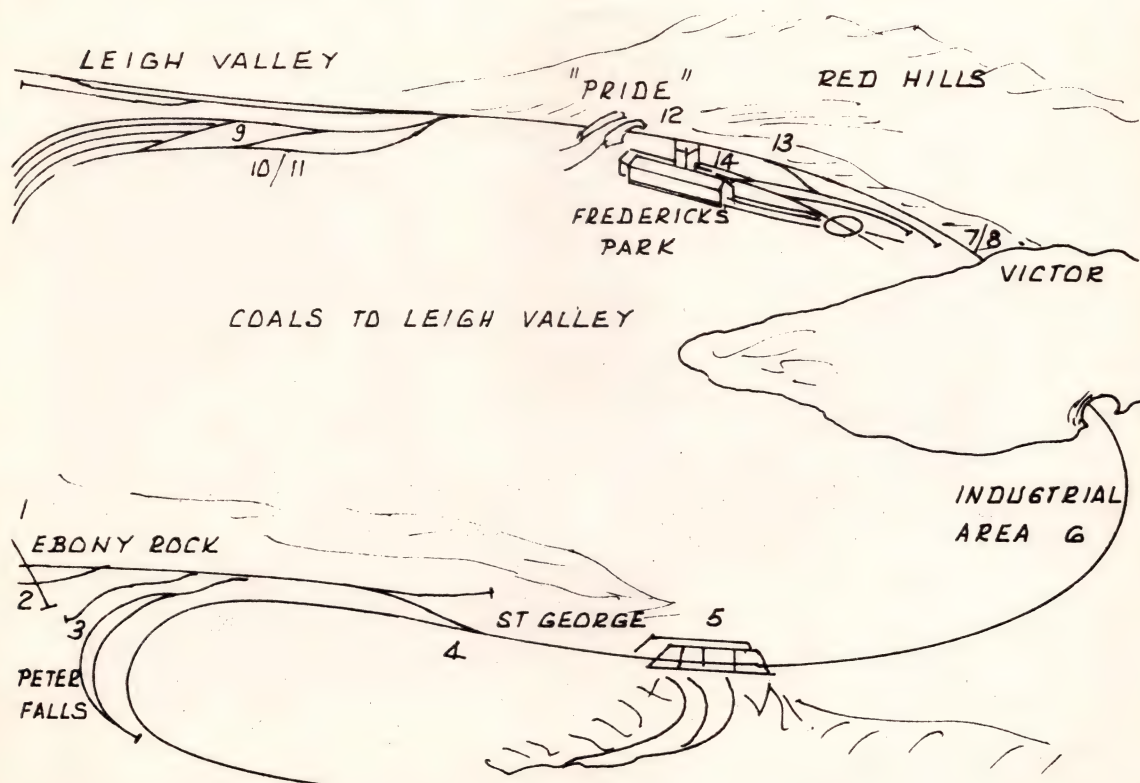
Coals to Leigh Valley

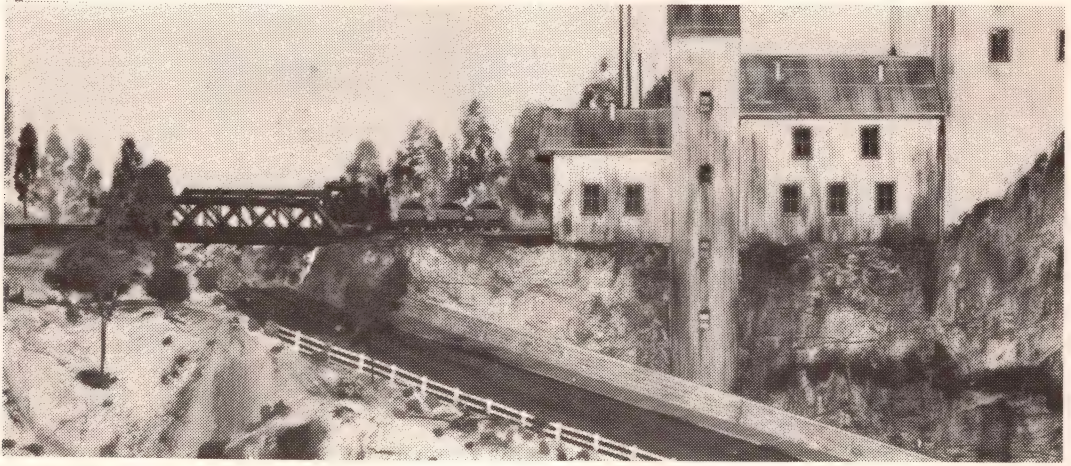
Fredricks Park, the principal motive power depot of the Leigh Valley Railroad, plays host to over a score of locomotives, all steam, except for one gas electric railcar, as the Second World War has yet to inflict itself upon mankind, and diesels are yet to be considered a threat to "king" steam. Taking advantage of the facilities at Fredricks Park are "steamers", not only from the Leigh Valley roster, but from roads which have running rights of the Leigh Valley metals, so mingled with the Leigh Valley maroon freight locos and green passenger locos, is motive power from the C.A.O., S.P.,

N.Y.C., A.T.S.F. and the B.A.O.

To satisfy the appetite of these hungry guests, Fredricks Park needs a constant supply of coal to be delivered to its massive coaling stage, so early every morning, a laden coal train departs from the Ebony Rock Mining Company's installation at Peter Falls, and travels down to Leigh Valley with the dispatchers train order which simply states — "Coals to Leigh Valley".

Photos: Graham Watson,
Text: Graham Watson and Morrie Hotchkin





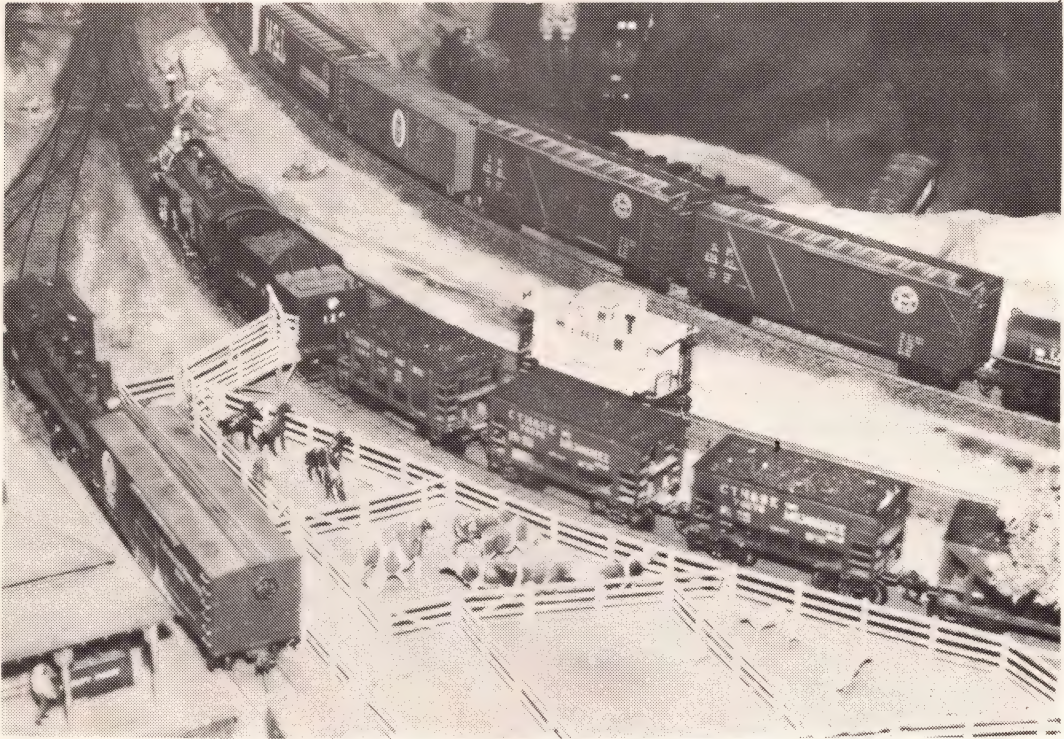
1. The end of the Shift.

Light dawns as a tired works 0-4-0T strains away with the last of the night shift's work across the wooden truss bridge to the transfer bin.



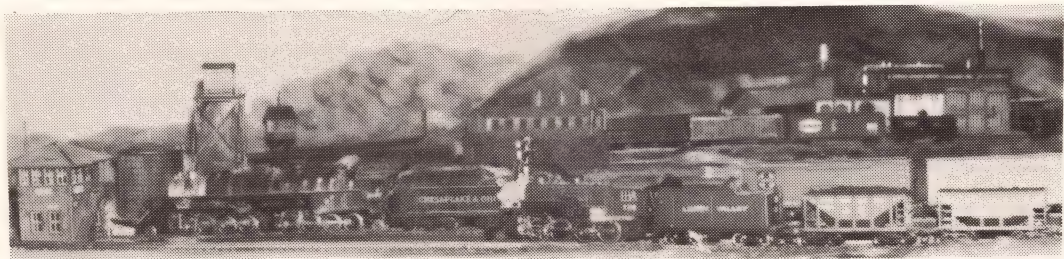
2. Ebony Rock Transfer Bin.

Shrill whistles cleave the clear cold air as "EB1" drops her load — No. 220 (an old Ohama 0-6-0 saved from the scrap heap) prepares to back away from the transfer bin with laden wagons, to be spotted in the Peter Falls yard as part of the daily coal train to Leigh Valley.



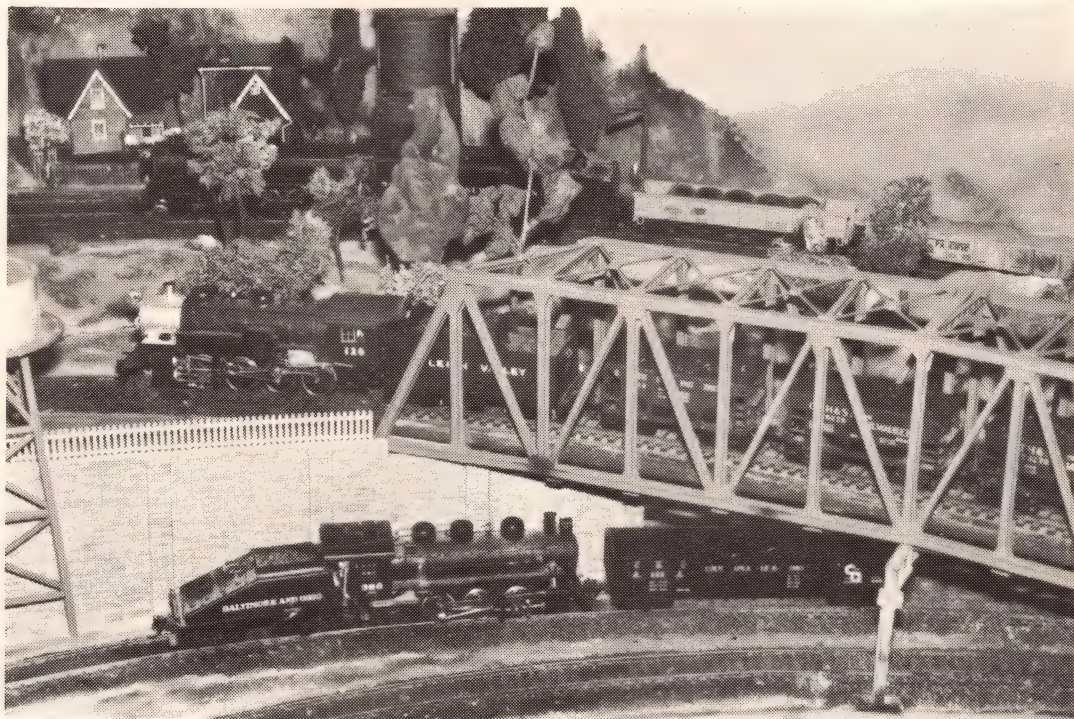
3. Peter Falls Yard.

The switcher quietly nuzzles a box car on the freight station spur while No. 120 an ex B & O consolidation creeps off the yard loop. A borrowed "Erie" 4 wheeled bobber waits to become a part of the train. Horses waiting shipment appear to be most interested in the proceedings.



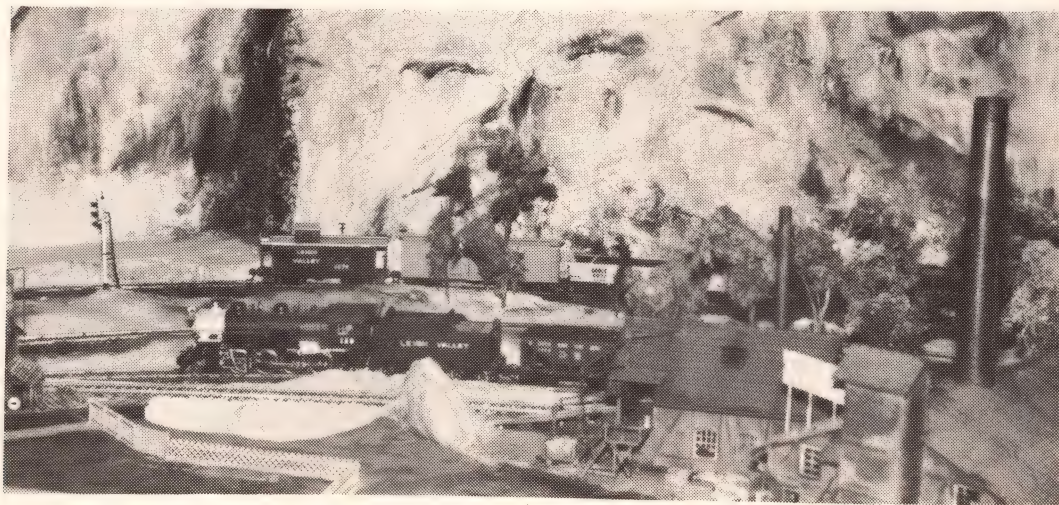
4. Awaiting the Green Light.

A USRA Mallett cautiously noses through the switch at St. George while No. 120, pop valves gently clacking, waits patiently for its clearance to the main line.



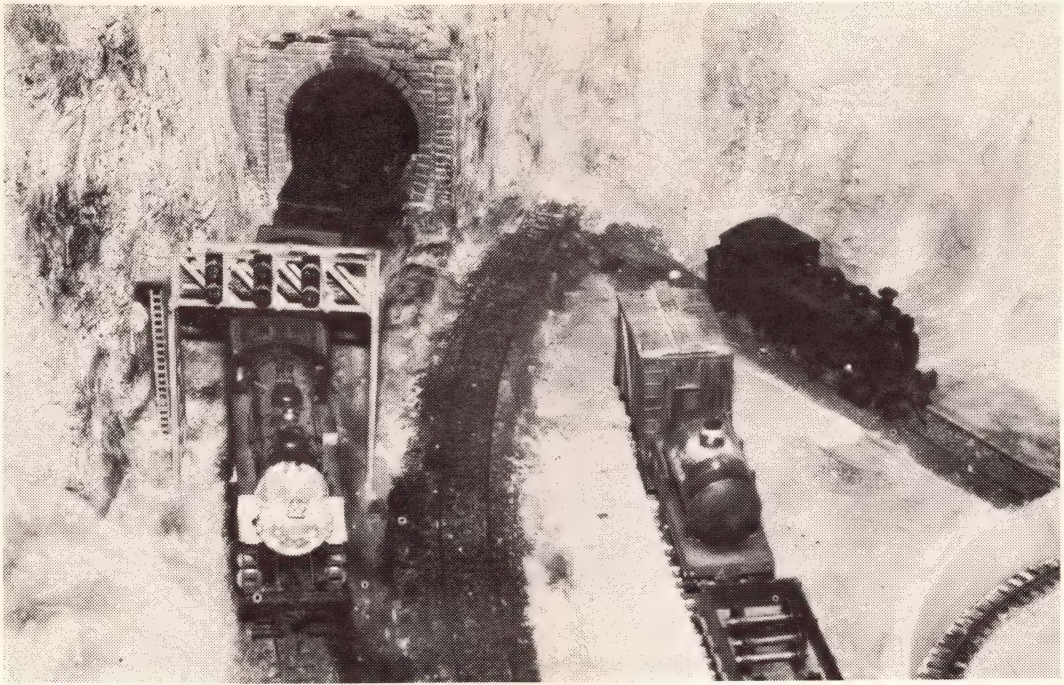
5. "On the down grade."

120 clears the new steel bridge at St. George. In the background a N.Y.C. Hudson working fast freight pauses for water at West Alma. The switcher in the foreground waits for the switchman to decide what to do with the empty.



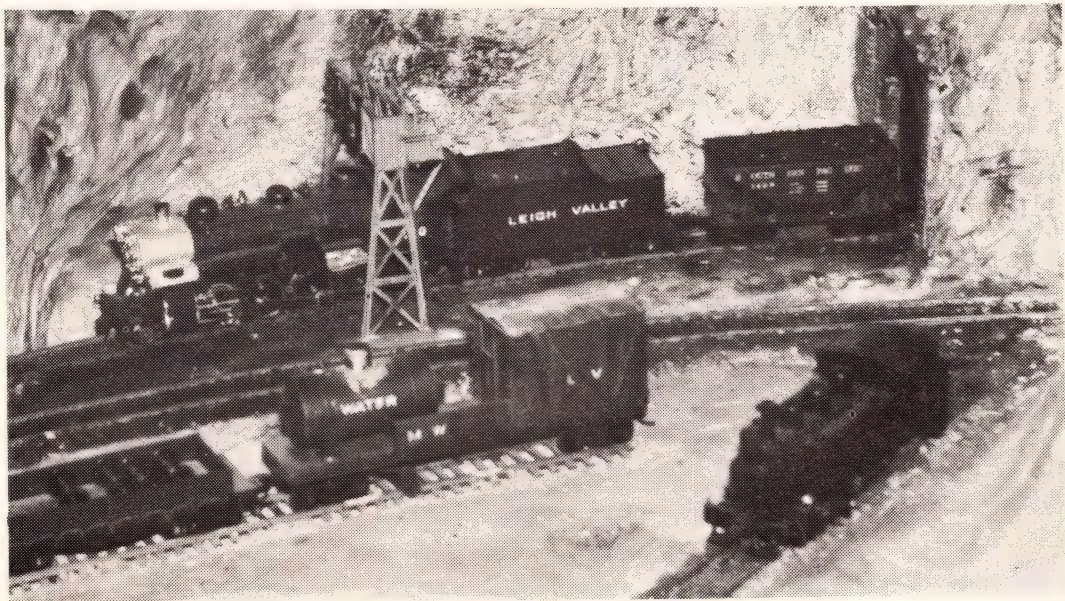
6. "Along The Line."

The "consolidation" sweeps last the outer Leigh Valley industrial area. Dominating the scene is Phillip Firebrick one of the more prosperous of the local industries. Roof and window repairs can wait according to old man Philip!



7. "The Last Stretch."

"The coal" bursts clear of the Victor tunnel and sails past the Fredrick's Park running sheds lead. M of W cars and an ancient dead tank shiver in the early morning cold.



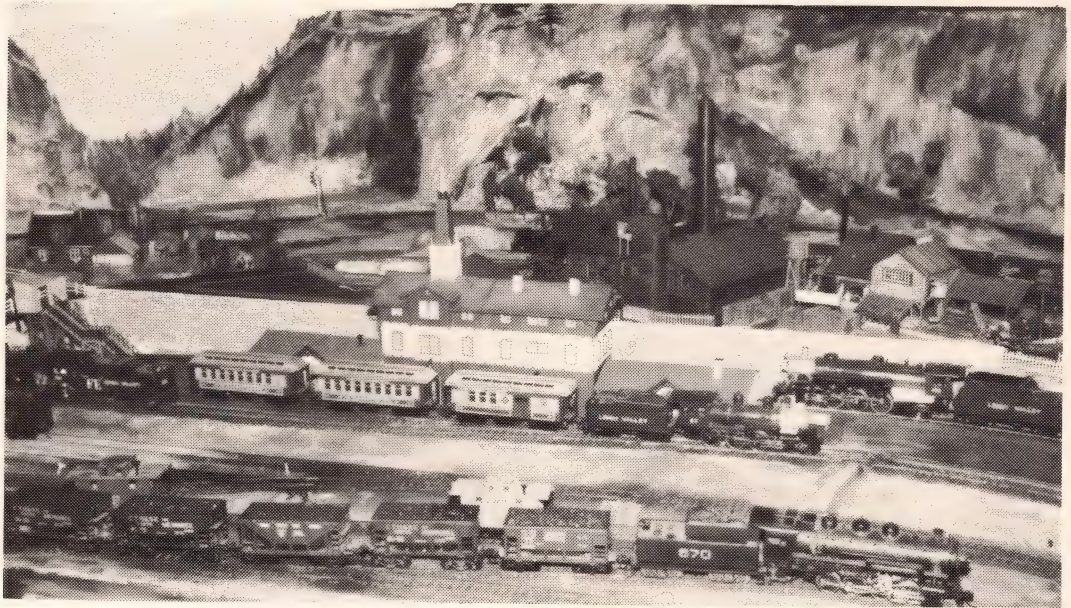
8.

The same action viewed from across the turn-table pit.



9. Leigh Valley Yard.

Bell clanging the "coal" drifts into Leigh Valley freight yard and the thoughts of 120's crew turn to a breakfast of ham and eggs.



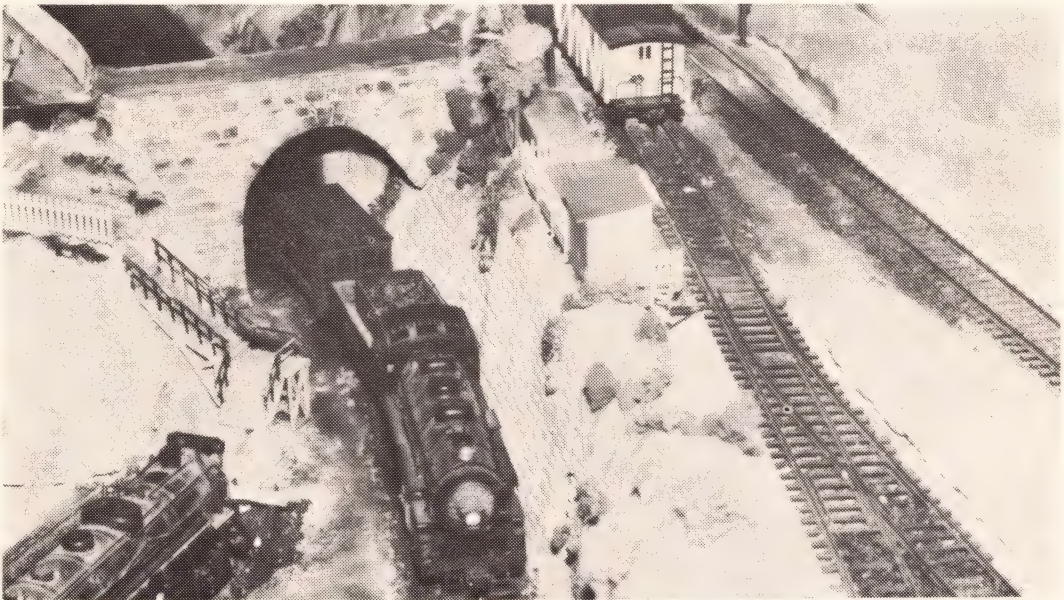
10. Just one more switch.

Brakevan now satisfactorily installed on the caboose siding, switcher 570, a recent acquisition from the Rock Island, sets off for Fredrick's Park engine yard. Workers scramble aboard the "Paper" headed by a "Ten Wheeler" (of T & P extraction). A USRA Pacific quickly decelerates as she glides into Leigh Valley station.



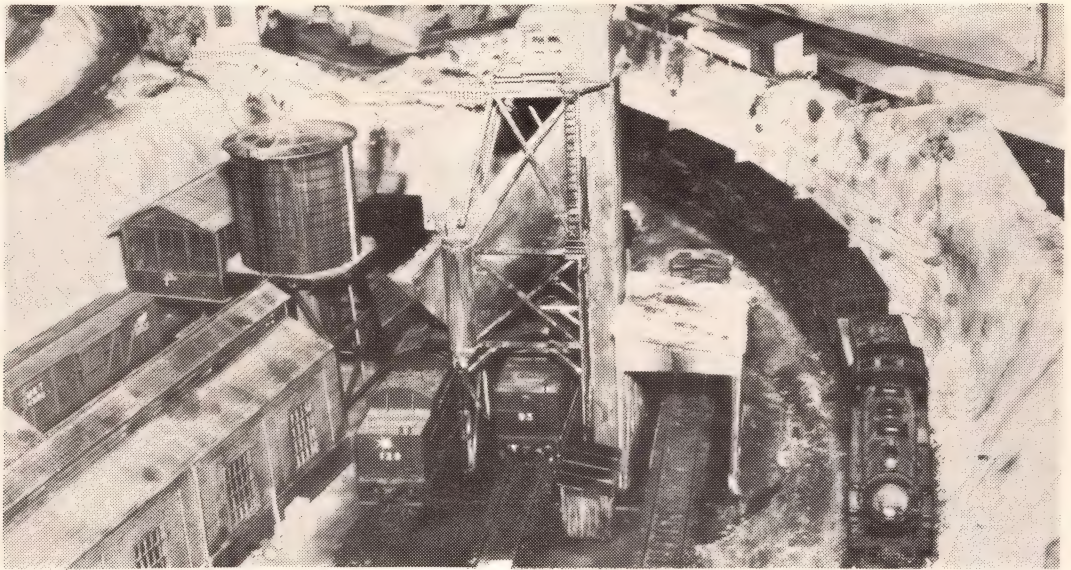
11. Just one more switch.

Brakevan now satisfactorily installed on the caboose siding, switcher 570, a recent acquisition from the Rock Island, sets off for Fredrick's Park engine yard. Workers scramble aboard the "Paper" headed by a "Ten Wheeler" (of T & P extraction). A USRA Pacific quickly decelerates as she glides into Leigh Valley station.



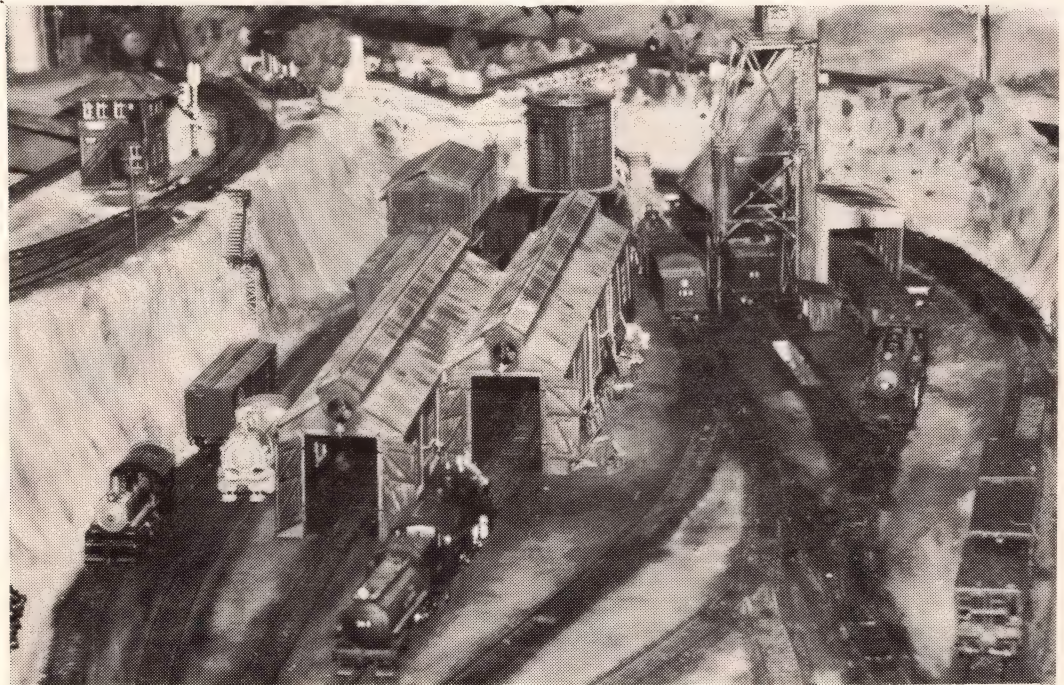
12. A President's Joy.

570 rolls under Leigh Valley's only stone bridge. It's the pride and joy of the President but a curse to the Civil Engineer.



13. The Last Leg.

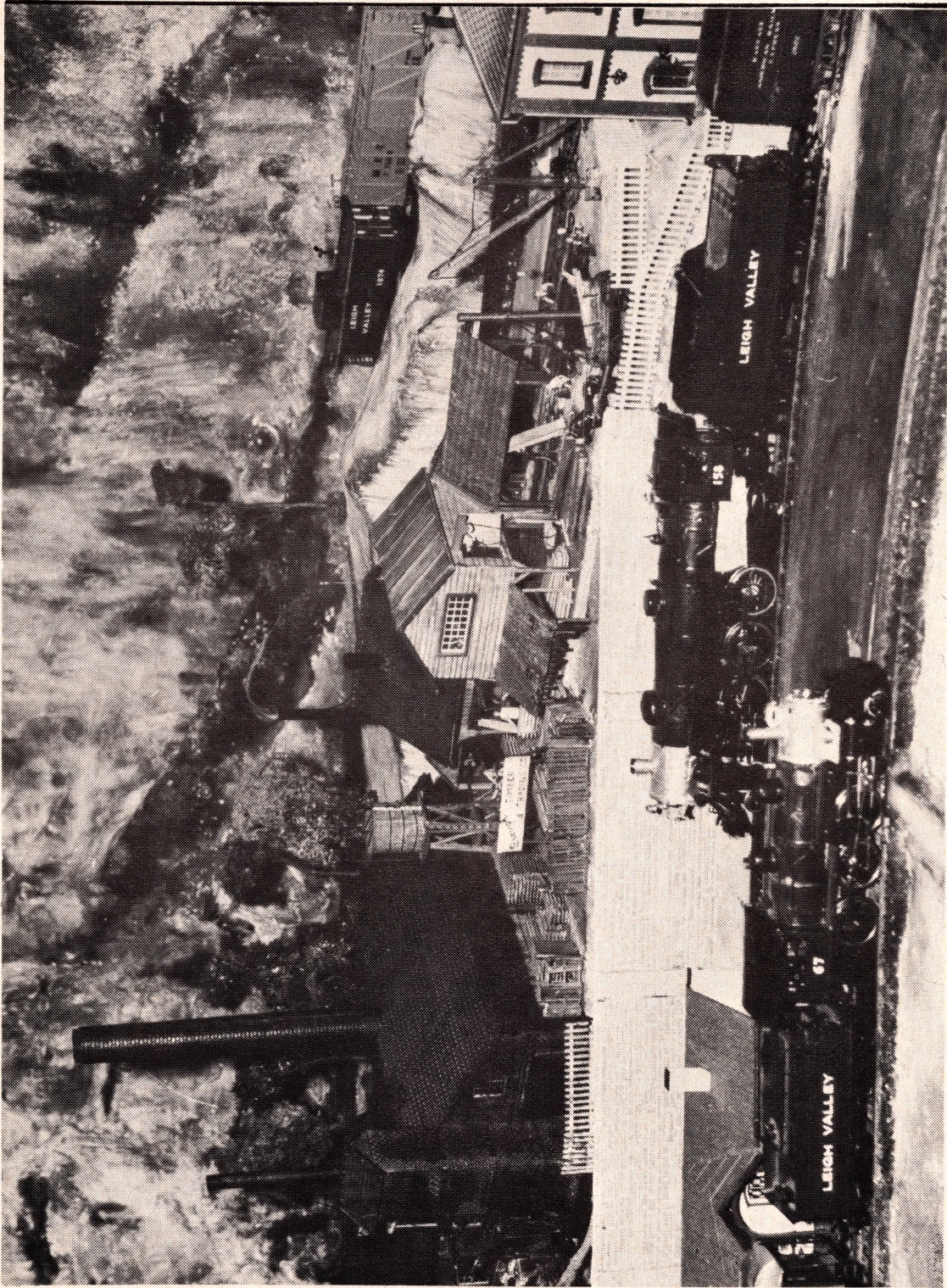
120 sits waiting her share of the approaching load beside 93 a NYC H10 Mikado, meanwhile 570 begins to move through the switch on to the yard lead.



14. "Popping 'em down the hole."

Elevator buckets screech and clank as the black food that satisfies a steam locomotive's hunger crashes into the metal hopper at busy Fredrick's Park.

"Must get the empties back tonight for tomorrow it will happen all over again."

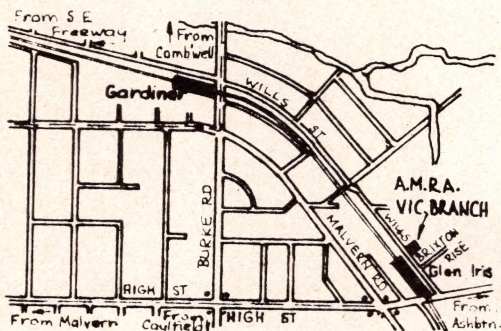


With a near empty tender testifying to a hard night's work, "158" rests quietly while its human cargo empties itself at Leigh Valley Station.

Branch Reports

VICTORIA

BRANCH NOTES



Meetings are held on the Second Thursday of each month, at Tim Dunlop House, 92 Wills Street, Glen Iris, commencing at 8.00 p.m. Working bees on the Club Layout every Wednesday.

The Annual General Meeting, held on Thursday, 11th April, elected W. J. (Bill) Morehouse as Branch President, with supporting Officers as follows:—

Vice-President	J. J. Treseder
Secretary	J. J. Harry
Treasurer	S. St.J. Westerman
Committee	M. R. Baker, W. U. Bates, T. R. Little

Our 1975 Exhibition will be held over the Moomba Weekend — Friday, 7th March to Monday, 10th March at the Camberwell Civic Centre. The Organiser, Brian Chester, and his Committee have forward planning well in hand, and letters have been forwarded to potential exhibitors.

Construction of the permanent layout in the lower hall is progressing, with passing loops now installed at two stations, allowing operating sessions on the initial continuous run. The Layout Co-ordinator, Noel Ryan, would welcome assistance in the various projects currently in hand.

The Agenda for the next three months is as follows:—

JUNE

Sat. 1st	Crazy Whist at Clubrooms
Wed. 5th	Work Bee on Layout

Wed. 12th	Work Bee on Layout
Thurs. 13th	Monthly Meeting — Annual Auction — Competition — Line Side Structure
Wed. 19th	Work Bee on Layout
Wed. 26th	Work Bee on Layout

JULY

Wed. 3rd	Work Bee on Layout
Sat. 6th	Crazy Whist at Clubrooms
Wed. 10th	Work Bee on Layout
Thurs. 11th	Monthly Meeting — Details to be arranged.

Wed. 17th	Work Bee on Layout
Wed. 24th	Work Bee on Layout
Wed. 31st	Work Bee on Layout

AUGUST

Sat. 3rd	Crazy Whist at Clubrooms
Wed. 7th	Work Bee on Layout
Thurs. 8th	Monthly Meeting — Details to be arranged.

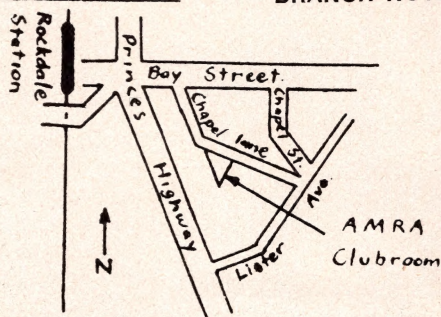
Wed. 14th	Work Bee on Layout
Wed. 21st	Work Bee on Layout
Wed. 28th	Work Bee on Layout

Would members attending work bees remember that if there is another meeting in the hall, please use the side entrance.

J. J. Harry,
Hon. Secretary.

NEW SOUTH WALES.

BRANCH NOTES



Meetings are usually held on the first and third Saturday afternoons in the month, and the second and fourth Fridays. Details of coming meetings are listed below. Will members please use their full names when signing the attendance book, and fill in and wear one of the name tags provided. The purpose of this, of course, is to allow newcomers to be readily identified, and to allow the old hands to be known to the newcomers.

June PROGRAMME

Fri. 28th Layout Operation.

July

Sat. 6th Auction — All goods to be presented by 2.25 p.m.

Fri. 12th Modelling Clinic.

Sat. 20th Open Day — Visit by other Clubs. Layouts will be operating.

Fri. 26th Mid-year Business Meeting. Followed by slides by Phil Knife — Steam in action on the narrow gauge. Denver & Rio Grand Railway.

August

Sat. 3rd Car Rally to Tram Museum. See notice board for details.

Fri. 9th Modelling Clinic.

Sat. 17th Layout Operation.

The Annual General Meeting of the Ladies' Auxiliary was held at the Rockdale Clubrooms on Saturday, 2nd March. The following Committee was elected for 1974: —

President: Joan Burke
Vice-President: Jan Gallagher
Secretary: June Dunn
Treasurer: June Larmour

Six ladies attended the meeting including Jan Hodgkinson and Margaret Meredith. The Ladies are responsible for the running of the refreshment bar at the Clubrooms, and have many other duties, including looking after the Nibble Bar and Kitchen at the Annual Exhibition and preparing the occasional buffet tea at Rockdale.

They don't really get enough thanks, and a simple word of appreciation from you guys now and then would not go astray. For example, last year, two of our ladies, Marg Durham and her daughter Gail flew over from Perth to help at the Exhibition. There is also June Dunn, who also has duties on the Federal Committee.

Auction meetings are amongst the most hectic and busy ones we have, and in the process of auctioning items may time consuming formalities have to be gone through. The Auctioneer and his assistants are invariably enmeshed in paper work from about an hour before the auction starts, to anything up to two hours after it is finished. In order to facilitate the speedy and orderly progress of the meeting it has become necessary to lay down a few rules.

We therefore ask for the co-operation of members in complying with these rules, and hope they will be accepted in the right spirit. Copies of the rules are posted on the notice board in the Clubrooms.

Modelling Clinic meetings are very popular with the model builders amongst us. Projects observed recently have included rolling stock and loco construction, building kit assembly, loco repair, etc., etc., etc., One member was observed to spend a whole meeting assembling couplings.

We would like to repeat that the scope of these meetings has been broadened to include any modelling project at all, and we would like to help those who are having difficulty with some particular project at home.

So, just bring your problem to the Clubrooms and we'll help you out, er, that is, I mean, don't throw that difficult project into the junk box, bring it along to the meeting and let us look into it, er, hang on, that doesn't sound right either! Bring your problem model to the meeting, and we'll kick it around a bit, er, er, Aw heck! Come anyway!

Jack Parker,
Branch Reporter.

NEPEAN SUB-BRANCH

On 16th March, members of the Nepean Sub-Branch A.M.R.A., converged on the premises of No. 199 Western Highway, Warrimoo. The object was night running of trains on the garden railway, O and HO/OO gauges.

Some 25 people of all ages and sex attended. Thankfully the consistent wet weather of the last three months or so gave us a break, except for one small shower.

As Mine Host (self) was flat out, modellers were requested to assist in control of running.

The O gauge gave little trouble, with heavy "Lionels" and ballasted "Ferris" locos, but the HO/OO was a different story. Nocturnal sugar ants use the concrete track as pedestrian walks, and this has the same effect as when the prototypes run over cattle. Until the (Campanotus Nigriceps) Forest Ant got the message, stoppages were frequent. The occasional dropping tree leaves did not help either, but eventually we got two hours of smooth running with "TRIANG" diesel "Spirit of Progress", "Lord of the Isles", and "Indian Pacific". For the junior members, 3rd rail tinplate, and "woo-woo" whistles of O gauge were quite a novelty. Around 9.30 supper was served Buffet style, in the sylvan surrounding of old "Modesty Cottage", and at 11 p.m. or so the farewells. The

consensus of opinion was that it was a good night's get together and something a little different.

It was pleasing to see members of other clubs in attendance. The Warrimoo Model Railway Club also had a full roll call at their premises, which cancelled out the proposed visit by their members to our meeting. We were hoping to have some fine scale loco's running on the garden layout. However it is proposed that a visit to Warrimoo Club may be arranged at a later date to see their very extensive N.S.W. prototype layout, which requires some 10 or more operators for timetable running.

Following the popular success of our newly founded sub-branch, we have become ambitious and have secured a booking of Warrimoo Community Hall on Queen's Birthday week-end, June 1st, 2nd and 3rd, for a 3 day Exhibition. Even at this point of time response for exhibitors has exceeded expectations. There are some fifteen already, and depending on the sizes of the layouts we may be restricted to this number as we have worked that all layouts be completed. After all, it hardly seems fair to charge visitors and modellers to see bare layouts as was all too noticeable at a 1973 major exhibition somewhere in the Mother State.

Coming Events:—

April 6th, Clinic, "Neat and Tidy" soldering by Bert Harper, a long time modeller, back to the days of batteries, valve rectifiers and 3rd rail.

April 20th, "Bits and Pieces Night", bring along your problems, no guarantee but we may be able to help you.

For enquiries contact

Hon. Sec. D. Marion,
18 Hall Parade, Hazelbrook, 2779

P. Rogers,
Sub-Branch Reporter.

QUEENSLAND BRANCH NOTES

The February meeting went off quite well with a large number attending. Our host, Steve Suggit, lectured on the construction of loco mainframes. To those of us who have not constructed a loco, it was most enlightening. John Hill was observed feverishly taking notes as the meeting progressed. What are you going to build first John?

Once again Jim Fainges' home was the venue for the March meeting, with no less than twenty four attending. Eric Cross, of the Railway Department, was a welcome visitor. Jim gave a practical demonstration of constructing rolling stock in styrene. He is most enthusiastic about using this modern material, in preference to the traditional metal, wood and card.

I would like to take this opportunity to express thanks to Jim and Marge Fainges for allowing us to use their home for the meetings we are now holding so frequently. We particularly appreciate the cuppa Marge willingly provides, but with our increasing numbers she has a lot of washing up to do afterwards. You can help her fellas if you bring your own cup to these gatherings.

Several meetings of the recently formed Hon3½ group have been held since January. The first occasion nine members. Despite the fact that practically all the equipment in this gauge has to be scratch built, the interest in it is rising in this area. The group intends to work principally on loco and rolling stock on a co-operative basis. The efforts of the group will be particularly advantageous at the next exhibition in being able to provide local type trains that the public can immediately recognise and stem the tide of foreign stuff from south of the Tweed.

Representations have been made to Southdown Press on behalf of Dave Jenkins regarding replacement of his "History of Railways" lost in the January flood. Southdown Press has advised that they would be pleased to present Dave with a complete set.

We wish to record our appreciation of the Company's generosity, and wish them success with the new series of "Great Trains".

Future monthly meetings, commencing at 8.00 p.m., are as follows:—

July 25th Eric Lyon,
112 Reeve Street,
Clayfield.

Aug. 22nd Plan Drawing,
Greg Gabb,
35 Peck Street,
Jamboree Heights.

Sept. 7th Auction, 2.00 p.m., all welcome,
bring your friends.
112 Reeve Street,
Clayfield.

Jim Christie.